

St. Helens Mist

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COUNTY OFFICIAL PAPER

HIGHWAY APPROPRIATION.

Columbia county is somewhat to be congratulated upon the fact that the State Highway Commission has kept faith with the people here, been true to its pledge and appropriated \$50,000 toward the continuation of highway work in the county.

The atmosphere regarding the road situation in this county, which has been of such a hazy hue for so long is now beginning to take on a different coloring, and it looks as if some headway would be made, but not wholly satisfactory.

The elimination of Mr. Bowly as highway engineer, is one of the great obstacles overcome. The attitude his successor is assuming gives promise for better results in the future from that source. Mr. Cantine expresses not only a willingness but a desire to consult with the County Court in all highway matters and co-operate all along the line.

Mr. Bowly's attitude in refusing to remain in the employ of the state and untangle the web of mismanagement which was spun under his regime, is another evidence of the true character of the man. Unless there is a great deal of tact exhibited by the authorities there will be a programme of litigation to be carried out yet. It is unfortunate that this is so, and it may be avoided. The least Mr. Bowly could have done would have been to stay on the job, prove his contentions, if possible, and vindicate himself in the eyes of all interested parties. By his refusal he has acknowledged the truth of the charges preferred against him.

The \$50,000 appropriated by the state, in connection with the \$40,000 otherwise provided, will afford a fund which will permit of a great deal of highway work being accomplished this summer. With this fund of \$90,000 the highway can be put in such condition that it can be used for summer travel, at least, perhaps most of the entire distance.

The improvement of the road in the south end of the county from the Multnomah county line to at least as far as Seapooose, by hard surfacing, was very much the wish of the people in this district, and not only the wish but the outcome which they had every reason to expect from what they had been given to understand from the Highway Commission. But this is not to be. The State Highway Commission has directed that the entire amount of the \$50,000 be used toward the completion of the work along the highway in the northern part of the county. The surfacing of the road in the south end of the county is just as important a part of the work as any, and the failure to have funds set aside for that purpose is not only a disappointment but an injustice. Fifty per cent of the amount allowed by the state should have been directed to be used for that purpose.

The final completion of the Columbia Highway through the entire length of the county, will be a matter of a good many months' time, but its ultimate accomplishment seems more nearly at hand at this time than for several months.

TAG DAY IS COMING.

Get ready to do your part in the purchase of tags, by which means it is hoped to raise a considerable fund to be applied in providing a suitable building on the county fair grounds in which to exhibit the school work of the various districts of the county at the next and succeeding fairs. Next Friday and Saturday, April 16 and 17, are the days arranged by the fair board for this work. These tags are to be sold and charged for at the nominal sum of ten cents each, and the three thousand which will be offered for sale all over the county, should be disposed of without any trouble. If, for the immediate future, there should happen to be nothing more raised in the way of funds for that purpose aside from what will be realized through the sale of tags, the proceeds thus derived will provide a nucleus around which can be made to grow a sufficient fund to place a creditable building for the purpose desired, and will permit of the work on the structure beginning at once, if necessary. There are other influences at work which will culminate

in a broad diversity of means for raising the remainder of the fund. The fair board is receiving encouragement from all over the county, and there seems to be no question but what the necessary fund will be readily realized. Every school district in the county has been enlisted in this work and interest is growing rapidly. There should be no difficulty in raising \$600 or \$700 for this cause.

REVIVAL IN RAILROADING.

There is a world of significance in the announcement made Tuesday that the construction of the railroad from Grants Pass to Crescent City, on the coast, will be started at an early date. This proposed road will traverse a route through the coast range of mountains for a distance of about ninety miles, and will be of expensive construction practically the entire distance.

The significance lies in the fact that at this time funds for such an undertaking can be had and that there is sufficient encouragement for transportation companies to obligate themselves for such an expenditure at this time. It is estimated that the building of this road will entail an expenditure of approximately five million dollars.

For several years there has been very little to encourage the building of new rail lines, and only the most meagre expenditures have been made in the way of upkeep of existing lines, rolling stock and general betterments. A broad range of circumstances have entered into these conditions. One of the most prominent of all was the wild-eyed legislation which was enacted not only by states, but by the national law making body as well. Up to within the last two or three years railroads were harassed and hampered in every possible way, with the result that practically every one of the branch lines are in a state of insolvency today and some of the main line roads have barely escaped going into the hands of a receiver. A more sane condition has prevailed during the last year or two and there is a feeling that conditions and legislation are on a more sensible basis. This belief has taken root to the extent that it is now considered safe to proceed with extensions and betterments which are always of commercial value to the laborer and general business alike.

LOGANBERRIES AND MR. BRYAN.

Mr. Bryan, Secretary of State, has given his endorsement to one of Oregon's staple, standard and sturdy products—Loganberry juice. Some time ago The Mist referred to this fruit as one of the greatest utility products of the state, and took occasion to mention, among other things to which this fruit can be looked to as a revenue producer, that their juice stood without a peer for wine production. Loganberry juice is out-rivaling grape juice as a mild and healthful beverage, and its fame and favoritism is rapidly spreading. Now that the White House is to be invaded by this popular beverage it would seem that its popularity would become unbounded.

Welch's grape juice has held an enviable place as a light drink for more than a decade, and until about a year ago did there seem to be anything that could displace it. However, as there is a beginning, so also must there be an ending to all things, and as grape juice has had its day, Loganberry juice will have its years.

Columbia county seems to be peculiarly adapted to the production of Loganberries, and their culture on an extensive scale can be made one of the profitable products of this county. The Willamette valley is annually producing thousands of tons of Loganberries, which are yielding hundreds of dollars per acre. They are used as a fresh fruit very extensively, as well as being canned, preserved and evaporated to an abundant profit. Their culture in Columbia county has not been extensive so far, but as means are provided for taking care of the crop their greater production will soon follow. It's up to Oregon to pass something along to Mr. Bryan for his endorsement of one of our most popular products.

PRIZES FOR PRODUCTION.

The producers of small fruits and vegetables in this community are to be encouraged and stimulated in the work by liberal cash rewards to be given by the operators of the local canning plant, which has announced a number of cash prizes to be given to the person furnishing the largest amount of all products to the cannery for the season, another prize to the person growing the largest number of acres of beans, and still another prize to the person producing the largest amount of No. 1 beans to the acre.

These prizes are quite liberal and it would seem that such an offer would be a substantial stimulus to producers to exert an extra effort in

their agricultural pursuits. It would seem that the management of the cannery is willing to meet producers on more than an equal footing in this respect. The canning concern has previously announced very liberal prices to be paid for such fruits and vegetables as it will be able to take care of, and their more recent offer of cash prizes should prove an extra inducement along that line.

Such an institution should receive every encouragement. Its existence provides a ready and remunerative market for farm products. It cannot survive without the material upon which to operate. Its liberality is an evidence of its sincerity. Producers should encourage the institution to the same degree that the cannery is encouraging the producer.

ADVICE FROM A BIG MAN.

Here is sound advice from a man exceedingly well qualified to give it. The speaker is Elihu Root and the occasion a dinner in Philadelphia of a famous club composed largely of successful business men. Ex-Senator Root says:

"The first thing is that the business men of America should become vocal. Talk, agitate and explain. Fight to clear the air."

The trouble with the business man—which is a vague term, but pretty well understood—is that he regards "agitation" as the exclusive property of the social reformer and the civic busybody who is forever trying to "unsettle" conditions. When agitation is in the air one business man contents himself with peevishly inquiring why the heathen rage, and then regards himself as abused when the people, naturally enough, imagine vain things.

The method that has almost always been adopted by the business man to meet a threatened crisis is just the method that appeals least to the taste of the American public. It has been characterized by unobtrusive organization, executive meetings, aversion to publicity. "Talk, agitate and explain," says Mr. Root. Above all, explain. Nothing is more easily misunderstood than secrecy. "Gumshoe" is much more opprobrious than "agitator." It is better to be frank than to be misunderstood.

When business finds itself forced to combat the procedure of irresponsible trouble makers it must make in the open at least as good a showing as its opponents. The class of publicists who frequently are blamed for present conditions never have been bashful about stating their case to as large an audience as possible. The theorist with a minimum of taxes to pay has no false notions of dignity. And if the owners of much property decline to "talk," agitate and explain, who is to hear both sides of the controversy?

NO HIGHWAY FOR TILLAMOOK.

There will be no highway improvement in Tillamook county this year under the direction of the state. The Tillamook county court has interviewed the commission in regard to the highway survey through that county, and County Commissioner McKimens says nothing will be done in this matter in Tillamook county this year owing to the muddle of the state highway affairs. This condition is due to various causes about equally distributed between the state highway engineer, the various county courts of the counties that bonded for the highway and also to too much boasting on the part of the automobile club of Portland. Anyhow, nothing will be done in this county with the survey until highway matters on the outside are adjusted.

Silos Use Much Timber.

It may be somewhat surprising to the general public to know that the amount of lumber, all high grade, used in the construction of silos in 1914, has been estimated at about 100,000,000 feet board measure. A good silo may be made of any one of a number of materials, but no matter what class of material is used, the success of the silo depends very largely upon proper care. In the use of wood, the desirability of preservative treatment is becoming generally recognized. In fact, some manufacturers are already treating all of their silo material, and it is now possible to purchase silos treated and ready to set up. Enough is known of the results of treatment of other forms of lumber to be able to predict that a good treatment of coal tar creosote will prolong the life of a silo for at least twenty-five or thirty years.

Jetty Improvement at Coquille.

Within a few days active work will be commenced on the north jetty at the mouth of the Coquille river, an improvement for which \$90,000 was appropriated in October. A stone quarry to be opened at Bandon will supply the stone and it is expected the jetty will be practically completed this summer.

INDUSTRIAL REVIEW

Albany will pave twelve blocks this spring.

Oregon has had boosting enough; it's time to go to work now.

Theo. Ross will erect a three-story brick business building at Salem.

Methodists at Bay Park, in Coos county, will build a \$1000 chapel.

Wasco county is installing a large industrial barn on its county farm.

A \$30,000 home will be erected near Oswego for a Portland banker.

Attorney General Brown holds that jitney busses are common carriers.

Linn county will install a \$20,000 steel bridge across the Santiam river.

Wallawa is soon to vote on the proposition to build a modern city hall.

Clackamas county will expend \$771,000 for public improvements this year.

The postoffice at Roseburg is now located in the new \$10,000 federal building.

George Dorris has let the contract for a large brick business building at Eugene.

At Aurora last Monday bids were opened for the construction of a concrete jail.

The Eugene Commercial Club has this slogan, "Everything for factories and payrolls."

Medford has raised a fund of \$2000 to be used in operating a fruit cannery there.

The hospital association at Salem will erect a \$25,000 addition to the present institution.

An electric railroad is planned from The Dalles up Mill Creek to tap a large timber belt.

The Union Furniture Factory at Albany, has been purchased by A. C. Girard of Montevideo, Wash.

The Pacific Telephone Company added 44,500 stations to its system in Oregon during the last year.

Thirty-five new houses for residence purposes are being built at Smith's Point, in West Astoria.

The Lane county fair board has substituted a cow show for the Eugenic exhibition at its fair this fall.

Pendleton is starting a campaign to raise \$100,000 to hard surface the road from that city to Cold Springs.

The Crown paper mills at Oregon City, which has been idle since last October, will resume soon, giving employment to about 100 men.

Department of public works at Portland has decided to cease laying "asphaltic concrete" pavement until it can be tested and its full worth proven.

Flax Straw to Bring \$15 Per Ton.

Within the past few days definite action has been taken at Salem in regard to starting the flax industry in this state. In order to encourage farmers to experiment with the new crop, it is planned to offer \$15 per ton for flax straw, a considerable advance over prices in other sections. Seed will be furnished at \$3 per bushel, payment to be made when the straw is marketed.

MODERN CIVILIZATION DEFINED

NEW VERSION OF PRESENT-DAY TENDENCIES OUTLINED IN CAUSTIC MANNER.

Col. E. Hofer of Salem, Gives Views On What Constitutes a Lively, Progressive Community.

Closing stores and places of business at night gives a town a dead, deserted look.

In a chicken yard nothing is moving after dark, except the rats and other vermin.

Closing theatres and other places on Sunday makes a town seem like a cemetery.

Empty streets and no one moving about—all in the country or at home asleep—kills all values.

Stopping people spending money and making fools of themselves, is a sure way to put a community on the bum.

Laws and ordinances to that effect deprive about half of the people of the incentive to live—a strange fact.

It has not yet been determined whether folly, luxury, extravagance, produce civilization or vice versa.

One thing is certain—if we only bought necessities of life to eat and wear, about half the business of the world would stop.

Millinery stores, tobacco shops, ice cream parlors, high-heeled shoes, high-priced hotels, parlor cars and X-ray gowns would go.

The light, fast trains, show-windows, movies and living beauty dry goods displays would go.

Those who preach and write against these manifestations of civilization are harking back to barbarism.

We could all wear overalls, eat beans and graham bread, saw our own wood and drink rain water, but we would kill arts, industries and civilization.

TWENTY YEARS AGO

The Mist, April 5, 1895.
License to wed was issued by the County Clerk last Saturday to G. W. Barger, aged 21, and Cora M. Tarrbell, aged 14. The license was issued upon written consent of the young lady's father.

The annual city election took place in St. Helens last Monday evening and resulted in the election of the following persons: President of the council, W. H. Dolman; recorder, Harrison Allen; marshal, Eugene Weaver; treasurer, E. E. Quirk; councilmen, A. H. Blakensley, James Dart, D. J. Switzer and Thomas Cooper. The only changes made in the ticket as nominated at the caucus previously held was that D. J. Switzer and Thomas Cooper were elected instead of S. A. Miles and W. B. Dillard, Mr. Dillard having previously declined to be a candidate.

The wagon bridge at Houlton has been considerably damaged lately by sawlogs running in Milton creek. The lower pier which supports the east end of the long span was, some days ago, moved several inches, which came near wrecking the bridge. When the bridge was built the piers were set on top of the solid rock bed of the creek, without any support to hold them in place except the weight of the bridge, and wholly unprotected from the great jams of sawlogs which shoot the rapids at that place. A crib is being made of large logs which is to be filled with rock and sunk in the creek to protect the east end piers from further damage.

Justice J. B. Doan and wife of Rainier, spent last Sunday with the family of Sheriff Doan. Justice Doan came to Oregon a good many years ago. He was born in Chester county, Pa., not far from Philadelphia. He is now 53 years old, and his life from the beginning, has been an active one. At the age of 14 he began an apprenticeship at the carpenter trade, working the first year for \$5 per week; the second year for \$7 and the last year for \$9. Then at the age of 17 he entered the Union army, and served three years, at the end of which time he was discharged for disability, his sickness, however, being of short duration, he was married before his 21st birthday was reached. Mr. Doan has a son 32 years old and four grandchildren. To serve an apprenticeship at the carpenter's trade, three years in the civil war and afterwards got married before he is 21 years old is a pretty good record. Mr. and Mrs. Doan are each enjoying splendid health, and do not look to be more than 45.

It now seems pretty certain that the Astoria-Goble road will be built within the next few years. Indeed the proposition of Mr. A. B. Hammond favors more of business than any former arrangement. Details seem to be in complete order for the construction of the road save one thing, namely, the right-of-way. The people of Astoria have agreed to secure the right-of-way without cost to Mr. Hammond. For them to succeed in this will depend largely on the sentiment of the people along the proposed route. Should they decline to grant the right-of-way it will be a serious obstruction to the enterprise and, perhaps, prevent the road from building. In our opinion the property-owners cannot afford to refuse to make these concessions to the road, since their attitude will have a great deal to do with the road being pushed forward. While it is true Mr. Hammond has asked an extension of time, this need not discourage those interested, for it is only such a demand as any safe business man would make under present strained conditions. The gentleman has begun in a cautious and conservative way to complete a large undertaking, and he ought to succeed.

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